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NEDL TRANSFER



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THROUGH
THE PROVINCES
OF
ONTARIO
AND
QUEBEC
CANADA



GRAND TRUNK
RAILWAY
System 1901



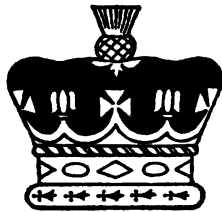
ANNOTATED TIME TABLE OF

**THE TOUR
THROUGH CANADA**

OF

Their Royal Highnesses

**The Duke and Duchess
of Cornwall and York**

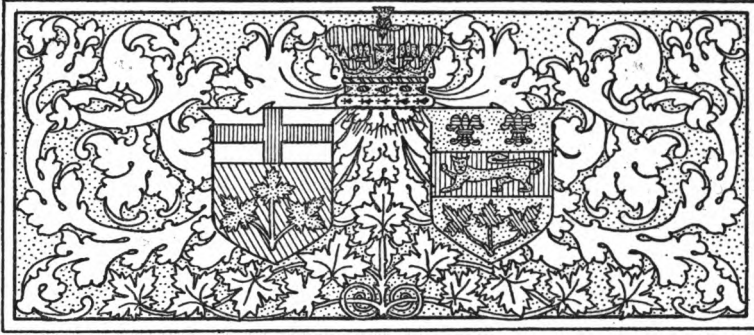


EMBRACING THAT PORTION OF THE
GRAND TRUNK RAILWAY SYSTEM
TRAVERSED BY THEIR ROYAL HIGH-
NESSES THE DUKE AND DUCHESS OF
CORNWALL AND YORK THROUGH THE
PROVINCES OF ONTARIO AND QUEBEC

OCTOBER, 1901

KG 6720





THE word "Ontario" implies in the **Intro-**
Indian language a pleasant prospect **duction.**

of lakes and woodlands, and could not be more appropriate for this beautiful province. It is a land dotted with lakes and rivers — rivers that have their source in the northern forests and flow until

they join the vast inland seas, Superior, Huron, Erie, and Ontario, whose waters are in turn borne by the broad St. Lawrence to the Atlantic Ocean. In natural beauty and variety, Ontario is replete with attractions, and the magnificent playgrounds of the Highlands of Ontario are filled during the summer season with tens of thousands of people from all over the American continent.

The history of the early settlement of Ontario dates **Early**
back about one hundred and fifteen years, to the close of **Settlement.**
the American War of Independence. In 1784, about 10,000 of those who desired to maintain their allegiance to the motherland, migrated from New York, Pennsylvania, and the New England States, and settled around the River St. Lawrence, around the Bay of Quinte, on the shores of

Lake Ontario, and in the Niagara Peninsula. They are known to history as the United Empire Loyalists, and were of varied descent, numbering among them many sons of England, Scotland, and Ireland, besides persons of German, Dutch, and Huguenot origin. Some were farmers, but the greater number consisted of discharged officers and men who had served Great Britain in the late war and were unaccustomed to pioneer life. They began the arduous task of felling trees, clearing the land (for Ontario at that time was an unbroken forest), the building of rude houses and barns, and the planting of cleared ground among the stumps of the forest trees with wheat, oats, and potatoes for the sustenance of themselves and their families. In 1812, the population had grown from practically nothing to 80,000, all of whom, with the exception of a few hundred, were engaged in tilling the land. At this time the principal articles exported from the farms were oak and pine timber, and potash distilled from wood ashes. Gradually a larger amount of land was brought under cultivation and more substantial farm buildings of sawn lumber took the place of the first crude log structures. In 1800, there were five towns in the Province of over 1,000 inhabitants each, viz: Brockville, 1,130; Hamilton, 2,013; London, 2,415; Toronto, 2,860; and Kingston, 3,587. The Province could also boast of one daily paper and one bank.

At the end of the second thirty-year period, namely in 1837, the population had increased to 397,500, by far the greater portion still living on the farm.

During the third period, from 1837 to 1867, an extensive immigration set in from England, Scotland, and Ireland. The great famine of 1846 sent Irish emigrants

to America by tens of thousands. These new comers, who were a very fine set of settlers, located, as a rule, in groups or blocks, which formed the nuclei of some of the richest townships in Ontario. In this manner arose the Highland settlement of Glengarry, the settlement of English gentlemen and retired military officers near Cobourg, the Irish settlement near Peterboro', the military settlement near Perth, the Talbot settlement in Elgin, the Canada Company's settlement in the Huron tract, the block of Paisley weavers in Wellington, the Germans in Waterloo, Huron, and Renfrew, and the French Canadians in Essex, Prescott, and Russell.

The year 1853 saw the beginning of the railway era, the first line in operation being that from Toronto north to the town of Bradford. This was followed three years later by the establishment of railway connection between Montreal and Toronto by the Grand Trunk Railway, after which the work of improving communication and transportation facilities was pushed forward with vigor.

The lumbering industry now assumed very large proportions, and the lumbering and railway operations, combined with the influx of immigrants and capital, greatly stimulated all branches of trade.

To-day, Ontario has a population of about 2,500,000. Its primary sources of wealth are four in number — its farms, its forests, its mines, and its fisheries. To these is added manufactures as a fifth. Agriculture is still by far the most important industry in Ontario, representing \$900,000,000 of invested capital and annual production of over \$200,000,000.



Ontario has an estimated area of nearly two hundred thousand square miles (not including that portion of the great lakes that lie within the international boundary), with an extreme length from north to south of 750 miles and a breadth of 1,000 miles. It is larger than the nine North Atlantic American States of the American Republic by one-third; larger than Maine, New Hampshire, Vermont, New York, Pennsylvania, and Ohio combined; larger than Great Britain and Ireland by seventy-eight thousand square miles. It is only four thousand square miles less than the French Republic, and only eight thousand less than the German Empire. Its extent cannot be fully realized until one has travelled from end to end over its territory.

The Canadian Climate. A great deal of misconception exists regarding the climate of Canada. The idea is still very prevalent in Great Britain, and the United States as well, that snow and ice are its dominant features. It is not to be denied that during the winter season Canada enjoys real winter weather. It is not a mixture of rain, sleet, slush, and fog; but a season of crisp frost, sparkling snow, blue sky, and dry, invigorating atmosphere. But, on the other hand, a Canadian summer is equally real, and apparently dwellers of the British Isles find it difficult to comprehend that a country which has winters of some severity may also have summers that average quite a few degrees warmer than those enjoyed on the English southcoast.

To a native of Great Britain, a Canadian winter presents many interesting features. Canadian winter sports, too, are certainly very picturesque, and have afforded novel material for the painter, the writer, and the poet. Yet Cana-

dians do not live on snowshoes (indeed, in Ontario it is doubtful if one man in a thousand has ever worn a pair), they relegate them to the lumbermen and the backwoods; and in southern Ontario, at any rate, there are few opportunities of indulging in a snowshoe tramp, even as a sport. A winter in Canada to those possessing health and strength is certainly a most enjoyable season; far more so than the corresponding period of the English year. The bright, sunny days and crisp atmosphere are most exhilarating.

In the southern portion of Ontario the winters are, as a whole, quite moderate. Progressing northward, in the higher altitudes, the season becomes correspondingly colder. In the southern region it is always late in the year, or sometimes the beginning of the New Year, before winter actually holds complete sway; it advances and retreats. There are many warm days mingled with the frosty ones, and summer dies hard, fighting every inch of the way. It is no uncommon thing for the weather to be so warm about Christmas time that even a light overcoat may be dispensed with. When winter really sets in, there is usually about twelve degrees of frost on an average in the daytime. The nights are, of course, colder, and occasionally the thermometer will take a dip to zero, or one or two degrees lower, for a few days at a time. In March the weather moderates, but it cannot be considered that the winter is safely over till that month is out.

Of all seasons of the Canadian year, the autumn is, perhaps, the most enjoyable as well as the most beautiful. "When the frost is on the pumpkin and the corn is in the shock"—when the trees have taken on their gorgeous

autumn coloring (which is such a noteworthy feature in Canada) and a hazy stillness pervades meadow, lake, and forest, then it is that the Canadian landscape has a charm that only the brush of the painter can attempt to depict.

Attractions for the Tourist and Sportsman. To the tourist and sportsman, Ontario can offer beauty and novelty of scenery and an abundance of sport of all kinds. Thousands of American tourists visit Ontario during the summer months, but its attractions are not as well known to the British tourist and sportsman as they deserve to be. There is no more beautiful scenery on the continent of America than that which lies in the Highlands of Ontario, comprising the Muskoka Lakes, the Lake of Bays, the Magnetawan River, and many other resorts reached only by the Grand Trunk Railway System; while the world offers nothing more delightful and unique than a trip through the 30,000 islands of the Georgian Bay, the eastern arm of Lake Huron; not to mention the thousands of lakes and rivers of the wilds of Northern Ontario, even the names of which are unfamiliar, where the forests abound with game and the waters teem with all kinds of fish.

Geology and Mineralogy. A very large part of the northern districts of Ontario is of the ancient formation known by the name of Upper and Lower Laurentian, and consists almost entirely of primitive or fundamental gneiss, which is supposed by many geologists to be of an igneous nature, but to have undergone alteration which has produced its more or less foliated character. The Upper Laurentian appears to consist, to some extent at least, of sedimentary strata that have been changed by pressure and heat and probably electricity, acting slowly or through a very long time, and causing them

to become, to a greater or less degree, crystalline in structure. The Lower Laurentian rocks consist of grey and red gneiss of many shades of color, usually much distorted. These rocks are almost destitute of minerals. The Upper Laurentian comprise a greater variety of rocks and minerals. It possesses more regularity in its strata and includes great banded masses of crystalline limestones, vitreous quartzites and hornblende schists, massive pyroxene, and both massive and foliated labradorite rocks. Considerable areas of granite and syenite occur in the formation.

The eastern region of Canada, including the province of Quebec, is characterized by a densified surface, which is scarcely ever really mountainous, and was originally a great forest land. The geological formation is composed almost entirely of very ancient rocks, belonging to the archæan and palæozoic division of geologists.



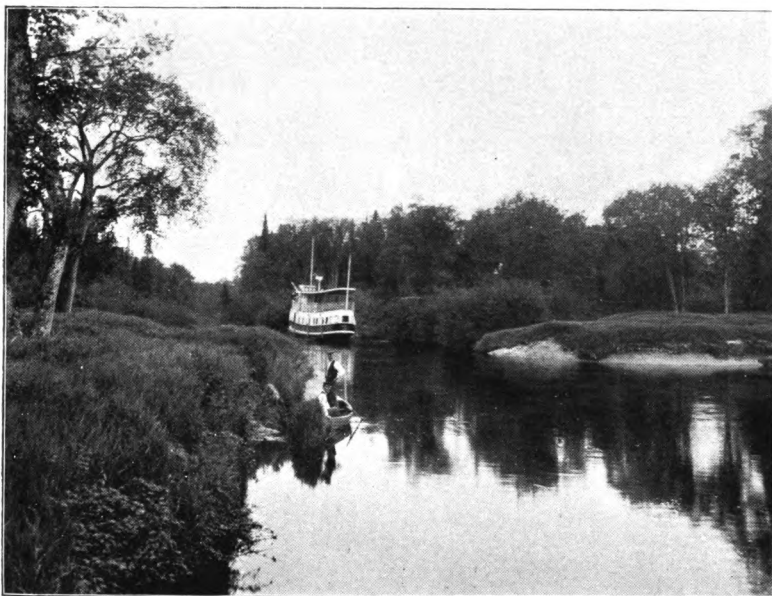
Grand Trunk Railway System.

Special Time Table Through Ontario and Quebec.

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
	A. M.		FEET.	
		North Bay to Toronto, October 10th.		
0.	lv. 6.05	<p>NORTH BAY (population 2,500) is situated 227 miles north of Toronto and 116½ miles north of Gravenhurst (the point of embarkation for the steamer trip through the Muskoka Lakes), and is the present northern terminus of the Grand Trunk Railway System. The town is situated on the shores of Lake Nipissing, the largest of the interior waters of the lake district lying between this point and Lake Simcoe. Lake Nipissing is eighty miles long and varies from twenty to forty miles in width. In altitude above the sea level it does not occupy so high a level as the districts farther south, but into these waters from all sides pours a vast network of tributary rivers.</p> <p>The waters of this lake abound with bass, pickerel, and whitefish, and capital sport may be had by the angler at any time.</p> <p>All around here will be found relics of the French tongue, the language of the first white adventurers who made their way through the woods and along the rivers, but now the translating language turns the original word into the newer tongue and the association of the names of voyageurs, high dignitaries, or valiant soldiers are turned into mere landmarks telling off the distance for the passing wanderer.</p> <p>Lake Nipissing and the surrounding country is one of the most popular resorts for campers during the summer months, and hundreds of fishing parties come into this locality, securing their supplies at North Bay and spending weeks in the vicinity of this charming lake. Between Nipissing Junction and Sundridge the train passes through a fertile tract of land, well-tilled farms being in evidence. The altitude along this part of the line is probably the highest in the Province of Ontario, South River being the highest point and (also) dividing point between the two watersheds, 378 feet above Lake Muskoka and 553 feet above Lake Nipissing, making it nearly 1,200 feet above sea level. The speckled trout in this district are very large and</p>	658	559.89
4.10	6.14	NIPISSING JCT.	672	555.79
7.75		CALLANDER	667	552.14
19.80		POWASSAN	853	540.09
27.30		TROUT CREEK	1029	532.59
38.50		SOUTH RIVER	1156	521.39
44.30		SUNDRIDGE	1097	515.59

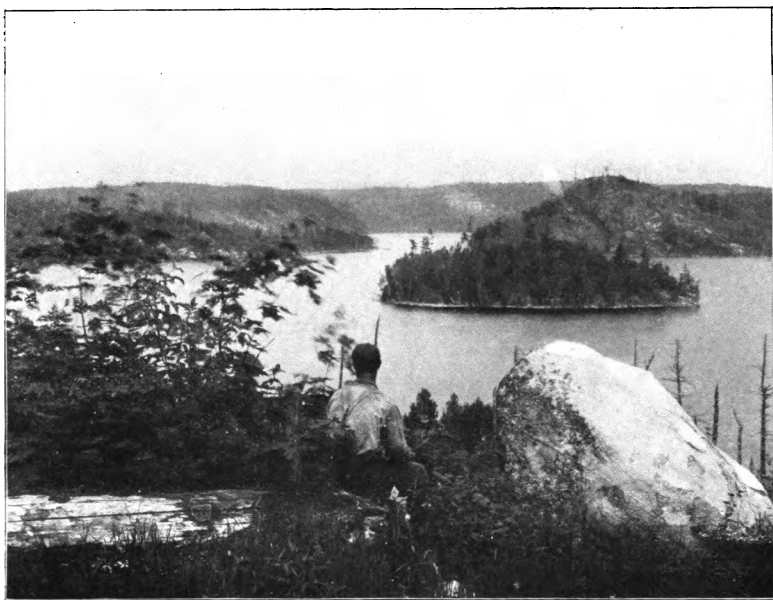
Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
		<p>most plentiful. The country in this region is diversified with rivers and small lakes, and during the fall hunting season, between November 1st and 15th, magnificent sport is to be had throughout all parts of this locality, red deer predominating. Moose are plentiful, but the game laws of the Ontario Government will not allow the killing of moose until the year 1903. The year 1900 had an open season for moose, the first one allowed by the Government for five years, and consequently this monarch of the forest is increasing in numbers. During the open season for deer hunting, in 1900, about 5,000 licenses were issued for deer hunting and 105 for moose. There were taken out during the open season by the Express Companies alone 1,621 deer, weighing in the aggregate 176,312 pounds, and it is estimated that not less than 6,000 deer were taken out of the northern country during the fifteen days allowed the hunter. One would think that this large number killed would be the means of a diminution of deer, but this is not the case, and each successive year seems just as good for sportsmen as the last.</p>	FEET.	
56.00		<p>BURKS FALLS (population 600).—This is the point of embarkation for the trip up the Magnetawan River, and we are now getting into what is known as the Muskoka Lakes District, which is part of the Highlands of Ontario.</p> <p>The beauty of Muskoka lies as much in its rivers as in its lakes. The Magnetawan is reached fifty-eight miles north of Muskoka Wharf, at Burks Falls, on the Grand Trunk Railway, and opens up another and entirely new region to steamboat navigation, to the tourist and particularly the sportsman, who can get with comparatively little trouble to a district which has hitherto been accessible only to those with ample means and time. The Magnetawan River is just equidistant between the Muskoka Lakes and Lake Nipissing, and drains a surface of about 4,000 square miles. Some idea may, therefore, be gathered of its magnitude and of the possibilities for canoeing opened up by the ramifications of the numerous tributaries and their connected lake enlargements.</p> <p>The very heart-center for sport, for rod and gun. Its rivers and lakes can be ascended and descended in canoes, amid the best of sport, while the eye is fascinated by the fresh and unsullied wildness of its forest haunts.</p> <p>For fifteen miles the river is followed, winding to and fro, as all Muskoka rivers seem to do. Lake Cecebe forms the next link for ten miles, at the foot of which is the village of Magnetawah. After passing through the locks, the steamer continues for three miles more in the river, and then enters Lake Ahmic. This is another of the gems of Muskoka, most quaint in form. The lake is twelve miles in length. This is</p>	969	503.89



ON THE MAGNETAWAN RIVER — HIGHLANDS OF ONTARIO.





RABBITS BAY — LAKE OF BAYS — HIGHLANDS OF ONTARIO.

Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
	A. M.		FEET.	
		also another excellent route for boating, as there are no rapids to interfere, or portages to make, while a nice diversity of paddling or rowing in the river is interspersed with sailing on the lakes.		
		From here on the more adventurous can continue their canoe route by the Great River, twelve miles to Lake Wa-wa-kesh, and thence to Byng Inlet, about fifty miles away on the Georgian Bay. In this distance there are twenty portages of varying lengths, from one of some two miles to most of only a few yards.		
60.30		KATRINE	981	499.59
64.00	ar. 8.20	EMSDALE	1037	495.89
65.90	lv. 9.20	SCOTIA JCT.	1083	493.99
71.60		NOVAR	1070	488.29
		These stations are unimportant, with the exception of being objective points for the fisherman and camper who make their homes at different points along the line during the summer months. At Scotia Junction the Grand Trunk Railway System connects with the Canada Atlantic Railway for Parry Sound, one of the important points on the Georgian Bay.		
81.00		HUNTSVILLE (population 1,100). One hundred and forty-six miles north of Toronto, on the line of the Grand Trunk Railway, nestles Huntsville, a pretty little town nearly in the center of what is known as the Lake of Bays District. The region in this locality is replete with natural beauty and loveliness, and comprises some of the most beautiful water-stretches and picturesque landscapes for which that vast portion of northern Ontario is becoming so famous with the ever-increasing and fastidious army of tourists, who each year are looking for fresh fields to explore.	950	478.89
		Here are lakes and winding rivers and islands innumerable; water absolutely soft and without any admixture of minerals, as it percolates through the rocks and soil; for this portion of the country rests upon the primitive granite rock which geologists repeatedly tell us contains no organic remains; and since the cooling earth's crust at that stage contained no soluble minerals, there can be none here now in the waters of these lakes and rivers. The scenic grandeur of hill and mountain, the placid beauty of the lakes, the lovely rivers with their pellucid waters flowing through banks of delightfully variegated foliage, are not surpassed in any country.		
		The grandeur of the Scotch lochs, the quiet beauty of England's "Lake District," the solemn loneliness of the Swiss and Italian water-stretches, the beauties of Killarney, and the poetic splendor of Lomond or Katrine, are all embodied in the Lake of Bays District. A well-known traveller and <i>litterateur</i> , while speaking of this district, said: "Irish lakes are good in their way, but their whole region is but a trifle; English lakes are placid and poetical, but we are not all poets; Scotch lochs are well enough, but soon got through with; Swiss lakes are charming, as well as Italian		

Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
	A. M.	<p>lakes, but they are a long way off, and I fail to see any beauty in any of them (and I've done them all) exceeding those here."</p> <p>Though no graphic pen has hitherto immortalized these lakes; no "lovely Ellen," of Scott, or "charming sweet Jessie," has yet been famed in song along their shores; no "lofty Ben Lomond" or "bold cliffs of Benvenue," or "ever fair Killarney," has thrilled a people in descriptive narrative, yet each and every one has its prototype in scores of instances in the Huntsville lakes and along their lovely shores. The rugged tree-topped mountains and hills along their banks, the neat islands snugly resting on their bosoms, their springing fish, and glassy surface reflecting the romantic scenery, all rival the beauties of Lomond and Katrine. Many a "fair Ellen" or "sweet Jessie" may be seen in the cottage homes of the hardy, honest settlers. Many of these are the descendants of brave British soldiers of the stormy times of the rebellion of '37, of the Crimea, the Indian Mutiny, and African wars.</p> <p>Fish abound. Speckled and salmon trout are plentiful in these waters; while white fish, salmon trout, and speckled trout are found in great quantities in the waters of the surrounding lakes. As a field for the geologist and mineralogist, the district is interesting.</p> <p>UTTERSON Bracebridge (population 1,100) FALKENBURG is the chief town of the Muskoka BRACEBRIDGE District, and if not its geo- graphical, yet most certainly its business and county center. Starting in 1861 with two log huts and a few potato patches, and only a fallen pine tree for a bridge over the river, it has advanced to a thriving little town with a sturdy and fast increasing population. It is the best starting point to explore the river district in this vicinity and to obtain supplies necessary for the trip. The town is agreeably situated on the cliff surmounting the river and the neighborhood merits a sojourn to visit these interesting surroundings. Good steamer accommodation is had here for the trip down the river to the Muskoka Lakes proper, and many charming vistas are afforded the traveller who takes advantage of the trip.</p>	FEET.	
91.80 100.50 105.30			1034 949 811	468.09 459.39 454.59
115.50	av. 10.50 lv. 10.52	GRAVENHURST (population 2,000). This town, now a prosperous and thriving center, had always been the gateway to the Muskoka Lakes District until, within a few years, the Grand Trunk Railway System built a spur to the shore of Lake Muskoka and there placed a station known as Muskoka Wharf, and to which point run the through express trains with the thousands of travellers that yearly congregate here from all over the American Continent. On the eastern side of the town is Gull Lake, a charming little sheet of water. The place has considerable trade in the manufacture and	810	444.39

Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
		<p>shipment of timber and lumber, sawmills being in evidence on the shores of the lake and the bays in the vicinity.</p> <p>MUSKOKA LAKES. The brain-fagged and tired business man, the enthusiastic gunner, the patient follower of Izaak Walton, or the man who likes a boat or canoe, goes to the Muskoka region. It is an ideal place for a vacation, and it is in just the out-of-the-way sort of spot which the great mass of hurried summer excursionists like.</p> <p>Old forests, peopled with great patriarchs of the woods, abound in Muskoka. These forests, unlike some more of the exploited ones, do contain game, and the game is something more than an occasional chipmunk, cheekily sitting on a stone and chattering defiance to the hunter. The lakes abound with fish, and, here and there, a swift-running brook babbles of the trout which lie in quiet little pools along its course.</p> <p>Good boats and, that best of all methods of navigation, a good canoe, can be easily obtained. Health stalks abroad on every vale and knoll; quiet peace, soothing in its calm, reigns everywhere; contentment and happiness are the handmaidens of the visitor.</p> <p>It is far enough north to be cool in the hottest day in summer, and yet it is not too far to be difficult of access. The Grand Trunk Railway runs a special express train during the summer season from Buffalo and Toronto to this region with the quaint name of Muskoka.</p> <p>This vast region lies in the northern part of Ontario, east of the Georgian Bay, and north of Lake Ontario, and the point of embarkation for the trip on the lakes is situated 112 miles from Toronto. The total area of the district covers a large tract of that portion of the country, and some idea of its extent may be had when it is known that some 800 lakes and rivers are imbedded within its boundaries.</p> <p>This incomparable range of waters, studded over a vast area, like crystalline gems set with emeralds, in one of those gorgeous pictures of Nature which defy the power of creative genius to depict, and baffles the skill of brightest imitation, is without doubt the tourist's Mecca par excellence.</p> <p>The waters of this region which stand out in more prominence than the others are the Muskoka Lakes, composed of three bodies of beautiful, translucent water, their names being "Lake Muskoka," "Lake Rosseau," and "Lake Joseph," all three being connected, and giving a continuous steamboat route of more than fifty miles. The bosoms of these sylvan gems are covered with innumerable islands, on which have been built cosy and comfortable cottages, and on the larger islands may be seen handsome and costly residences, the homes of the wealthy. To those in search of purely scenic beauty,</p>		

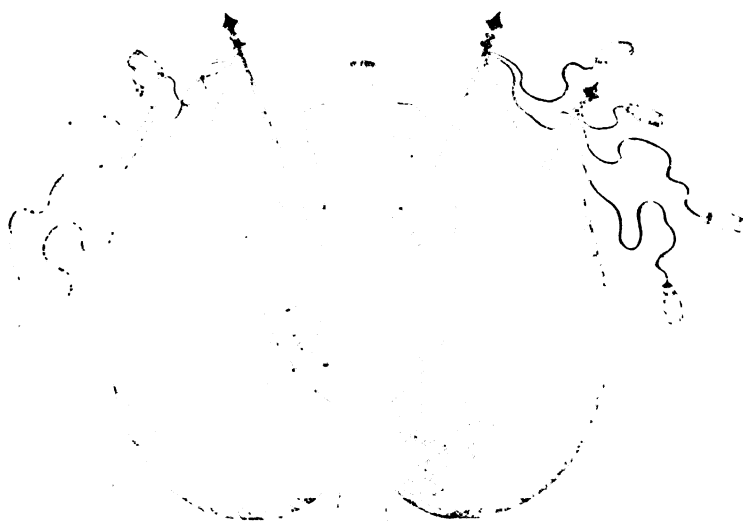


TYPICAL SCENE ON THE MUSKOKA LAKES — HIGHLANDS OF ONTARIO.





SHADOW RIVER — TRIBUTARY TO THE MUSKOKA LAKES — HIGHLANDS OF ONTARIO.



Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
		<p>there is no other spot in the universe to rival it ; while those in search of health will find the purity of air and general surroundings most beneficial. Being at an altitude of 1,000 feet above the sea level, and 500 feet above the City of Toronto, it is the very spot to invigorate exhausted physical nature.</p> <p>The shores of these lakes are thickly wooded with a variety of timber, principally balsam and pine, which is one of the accountable reasons for the benefits to be derived by those suffering from any pulmonary disease, catarrh, etc. You see all about you, from the deck of the steamer, woods and forests that resemble bandlets of shrubbery, and from some height the landscape presents a beautiful vista, the waters encircling the numerous islands appearing like ribbons of silver intertwining in and out through various narrow spaces. You notice around you climbing heights and rock-bound islets, in all the sullenness of undisturbed Nature, rich with every tree that grows, and echoing the shrill sounds of myriads of wild birds.</p> <p>There is nothing anywhere else quite like Muskoka. It stands alone in its particular individuality, and there is no other spot to be compared with it in loveliness. The old axiom of "See Rome and die" does not apply to Muskoka ; a more appropriate saying might be suggested, "See Muskoka before you die," and the visit will probably prolong your life.</p> <p>Muskoka is the password to a pleasure paradise ; it is the key to a realm where Nature shows herself in all her charming loveliness. Muskoka is but a single Indian word, and to the many without significance ; but to those who having been introduced have quickly learned to love the region, it is very full of meaning. It is suggestive of an almost never-ending, ever-shifting panorama of delightful scenes in lake and stream, and wood and sky. Those who have visited the Thousand Islands say that Nature was lavish when she caused that creation, and lovers of the Adirondacks say she was careless in leaving so much that is beautiful among the highlands of New York ; but if this is true, she certainly was prodigally extravagant in Muskoka, for one finds there the islands and woods combined in a wealth of scenery almost too much for any one resort.</p> <p>The Muskoka Lakes contain between 400 and 500 islands of every shape and size, ranging from one of over 1,100 acres, in Lake Rosseau, to those containing but a single tree, or a rock rising sheer from the water's edge. The most numerous, however, are densely covered with pine, balsam, cedar, birch, maple, oak, and other varieties of tree life.</p> <p>The radiant and ceaseless loveliness of Nature's ever-changing panorama is seldom more appreciated than in the midst of these lakes,</p> <p>"Countercharged with diamond plots of dark and bright."</p>		

Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
		<p>Is there anyone who, after a long, refreshing slumber in this pure atmosphere, could gaze unmoved upon the glories of the heavens as mirrored in these lakes? The sunbeams have driven far from the field aerial cloud flocks — likened to the flocks of Admetus under Apollo's keeping — leaving the heavens iridescent with the morning's light.</p> <p>Again, in the evening, removed, as it were, from the bustle and strife of life, and surrounded by a feeling of deep and tender isolation, the powers of contemplation are awakened, when presently from behind some dark cloud the moon will burst forth in its glory, shedding its silvery halo over island and camp, over lake and river, as a glorious mantle of peace.</p>	FEET.	
121.00		KILWORTHY	744	438.89
126.80		SEVERN	721	433.09
128.40		WASHAGO	720	431.49
133.40		LONGFORD	727	426.49
138.70		ATHERLEY JCT.	722	421.19
		<p>Between Muskoka Wharf and Orillia the country is very wild and rocky, and the train speeds through deep rock cuts, through woods and past beautiful stretches of water in pleasing succession. Crossing the Severn River, where the promised store of Nature's gift has been extended with a lavish hand, trout, pickerel, and bass abound here; also in Sparrow Lake, a short distance away. Deer, duck, and ruffed grouse keep company in the average sportsman's resume of a day's tramp. From Muskoka Wharf to Orillia is a ride of some fifty odd miles and it is now that the appearance of the country changes, and, on nearing Orillia, we leave the more rugged and rocky nature of the hills for the pastoral landscape of cultivated and prosperous farms.</p>		
141.10		ORILLIA (population 5,000).	717	418.79
		<p>ORILLIA AND COUCHICHING, two names with a subtle aroma in their very euphony, the one a Spanish word and the other of Indian origin, are nearly always coupled in describing one of the most beautiful summer-resort districts in the famous "Highlands of Ontario." Orillia names the town, one of the prettiest and most picturesque in all Canada, and Couchiching the lovely lake on whose shores it is built.</p> <p>Orillia is situated on the Northern Division of the Grand Trunk Railway System, eighty-seven miles due north of Toronto. It is at the gateway of the Muskoka region, for it is at this point that the landscape characteristic of that district makes its appearance. The town is built on the hillside overlooking lakes Simcoe and Couchiching. Within the limits of the corporation there are no less than thirteen miles of shore line. The ground rises from the water's edge in a series of terraces, gradual slopes leading from one to the other, until from the topmost there is a splendid outlook for forty miles over Lake Simcoe. The view from this point is grand and well repays the climb.</p>		

Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
		<p>Every object stands out with vivid distinctness, for Orillia enjoys the distinction of being the highest town in the Province of Ontario, and the atmosphere is delightfully clear and invigorating. Almost beneath one's feet nestles the town, clad in a garment of verdant green, while apparently not much too far away to toss a pebble into its blue depths, lies Lake Couchiching bathed in glory. In a southerly direction stretches the broad bosom of Lake Simcoe, the great rollers tossing their foamy crests in the shimmering sunlight, and her 200 miles of shore line clearly traceable.</p> <p>Orillia is noted for her shade trees and for her beautiful private grounds ; for her fine churches, schools, and public buildings ; for the enterprise and hospitality of her citizens ; for the excellence of her stores and the cheapness of their wares.</p> <p>Orillia has a history, and a most interesting history, extending back for nearly 300 years. She has an historian, too, and that no less distinguished a one than Francis Parkman, whose "Pioneers of France in the Old World" tells of the visit to this place of Samuel de Champlain, first and greatest amongst the Governors of New France. The site of Cahaigua, where he spent the winter of 1615-16, is in this vicinity, and at the Narrows dividing lakes Simcoe and Couchiching can still be seen the stake fences by means of which the Hurons caught their fish, as described in Champlain's Journal. Many of the most thrilling chapters of "The Jesuits of North America" also deal with scenes enacted within a radius of twenty miles around Orillia, and in many places relics of Indian occupancy can still be found in abundance. The neighborhood has its traditions as well as its history, and one of them tells of a great battle on Lake Couchiching, between the Ojibways and the Iroquois, in which over 400 canoes took part.</p> <p>There is still a band of Chippewas, or Ojibways, at Rama, on the shore of Lake Couchiching, five miles from Orillia. The principal summer occupation of the braves nowadays is to act as guides for tourists, while the squaws make a class of fancy work which is much in demand for souvenirs, because of its novelty.</p> <p style="text-align: center;">The Fishing.</p> <p>Few places within the confines of civilization offer to the disciple of Isaak Walton so good opportunities for indulging in his favorite pastime as do the waters around Orillia. Lake Simcoe itself is in reality a great fish preserve and hatchery, as netting is strictly prohibited, and the number of fish that can be taken out of its teeming waters by rod and line is insignificant and makes no impression. First among the fish that are caught in these lakes should be mentioned the</p>		

Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
	P. M.		FEET.	
146.69		kingly maskinonge. These magnificent game fish are found both in Couchiching and Simcoe and in the Severn River. They sometimes attain a weight of forty pounds, while fifteen and twenty pounds is not at all uncommon. Next we come to the crescent town of Barrie, situated on Kempenfeldt Bay, an arm of Lake Simcoe; here there is a beautiful sheet of water with small pleasure steamers awaiting the train to carry visitors to the summer resorts situated along its shores, while the extremely blue waters of the bay and the picturesque town and its environments are the admiration of all. Barrie is the principal town of the County of Simcoe and a prosperous place of 6,000 inhabitants. It is a delightful summer resort, situated at a high altitude and commands a magnificent view of Lake Simcoe and the picturesque surroundings that are so much in evidence at this point. The natural beauty of the place seems to affect everything and everybody about it. The well-kept lawns and pretty gardens that surround the homes of the residents give the town the appearance of thrift, which impresses the casual observer, and which is fully borne out by a better acquaintance with its hospitable people. Hundreds of tourists and summer visitors make this spot their homes for the months of June, July, August, and September. Its splendid railway service, geographical position, convenience to the cities, and being in the midst of one of the best fishing and hunting districts and in the center of one of the prettiest parts of Canada, the lover of Nature is attracted and can have his ambition satisfied as much as desired.	760	413.20
149.20		CARTHEW	772	410.69
152.80		HAWKESTONE	781	407.09
157.40		ORO	810	402.49
162.90		GOWAN	717	396.99
		BARRIE		
		ure steamers awaiting the train to carry visitors to the summer resorts situated along its shores, while the extremely blue waters of the bay and the picturesque town and its environments are the admiration of all. Barrie is the principal town of the County of Simcoe and a prosperous place of 6,000 inhabitants. It is a delightful summer resort, situated at a high altitude and commands a magnificent view of Lake Simcoe and the picturesque surroundings that are so much in evidence at this point. The natural beauty of the place seems to affect everything and everybody about it. The well-kept lawns and pretty gardens that surround the homes of the residents give the town the appearance of thrift, which impresses the casual observer, and which is fully borne out by a better acquaintance with its hospitable people. Hundreds of tourists and summer visitors make this spot their homes for the months of June, July, August, and September. Its splendid railway service, geographical position, convenience to the cities, and being in the midst of one of the best fishing and hunting districts and in the center of one of the prettiest parts of Canada, the lover of Nature is attracted and can have his ambition satisfied as much as desired.		
		Leaving Barrie, the train skirts the shores of the eastern end of the bay, giving a beautiful view of Lake Simcoe in the distance and Barrie nestling upon the hill to the north, and we arrive at Allandale.		
164.20	ar. 12.09	ALLANDALE	728	395.69
169.70	lv. 12.10	CRAIGVALE	871	390.19
175.30		LEFROY	761	384.59
178.20		GILFORD	743	381.69
182.89		SCANLONS	718	377.69
185.70		BROADFORD	733	374.19
189.30		HOLLAND LDG.	762	370.59
192.90		NEWMARKET	876	366.99
197.20		AURORA	947	362.69
204.50		KING	625	355.39
208.90		MAPLE	807	350.99
212.90		THORNHILL		346.99
217.39		ELIA		344.50
222.30		DAVENPORT	412	337.59
224.61		NORTH PARKDALE		335.28
226.89	ar. 2.00	TORONTO	242	333.00

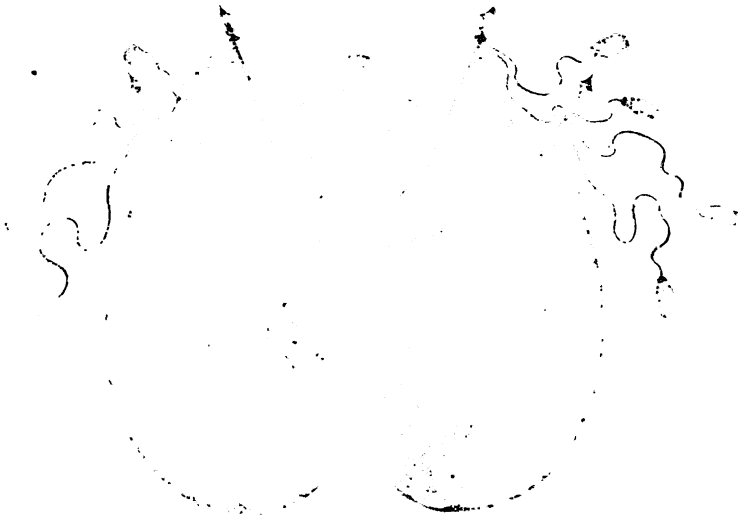


RESULT OF A THREE DAYS' HUNT — HIGHLANDS OF ONTARIO.





AMONG THE ISLANDS OF LAKE COUCHICHING.



Memoranda

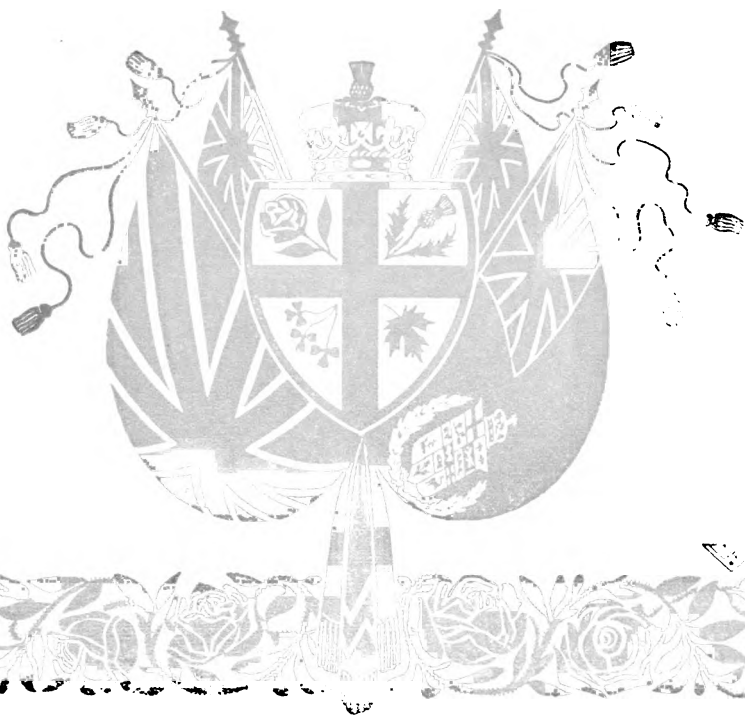
Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
		<p style="text-align: center;">Toronto.</p> <p>Beautifully situated on the north shore of Lake Ontario, surrounded with lovely natural scenery, ornamented with charming public parks, elegant buildings, and hundreds of church edifices, Toronto has an undoubted right to the title of "The Queen City of Canada," as well as a good claim to the sub-title of "The City of Churches."</p> <p>The town was founded by Governor Simcoe, in 1794, and was given the name of York, by which title it was known until its incorporation as a city in 1834, when it received the Iroquois name it now bears. At that date it had a population of less than 10,000, but gave promise of rapid growth, which has been fully realized, as the present population is 220,000.</p> <p>This phenomenal growth is due largely to the energy and public spirit of her people, who have given substantial aid and encouragement to the location of new enterprises, and a hearty welcome to all newcomers, while maintaining an excellent standard of public morals, and a fine educational system, rendering the city a desirable place of residence from both a commercial and a social point of view.</p> <p>The city itself is more than ordinarily attractive. Many of its streets are broad and beautifully shaded, adorned with elegant residences and stately church edifices. Within its limits are many beautiful parks, and its outlying suburbs, in several directions, are magnificent tracts of woodland, laid out in fine drives and broad avenues. High Park is a beautiful tract of 200 acres, with undulating surface and wooded heights. Rosedale, at the northeast, is adorned with fine residences; while Queen's Park, the Horticultural Gardens, and other charming resorts are found in the heart of the city.</p> <p>Toronto is the center of the public system of education for Ontario, and in its successful workings the people take commendable pride. Educational affairs are placed in charge of a department of the Government, presided over by a Minister of the Crown, responsible to the legislature. The public schools in Toronto are an index of popular presentiment on this paramount question of education. The buildings are thoroughly modern, the teachers efficient, and the system the embodiment of the best suggestions. At this writing there are in Toronto fifty-seven public schools with 580 rooms, accommodating 34,600 pupils. The separate schools carried on under public authority by the Roman Catholics are large and efficient institutions. There are three collegiate institutes, a Normal School for the training of teachers, and the great University of Toronto, the keystone of the educational arch. The beautiful and historic building of the Uni-</p>		

Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.		Altitude above Sea Level.	Miles from Montreal.
	A. M.	<p>versity was destroyed by fire in February, 1890, but through the assistance of the Provincial Government, the City Council, and many liberal friends throughout the country it has been restored to its former greatness, and now the work is being carried on in a building even better adapted to its needs than ever before. Among the other institutions of learning in the city, maintained by the public, are the Model School and Upper Canada College, the latter an institution of historic interest, and the alma mater of some of the most distinguished men Ontario has ever produced. Toronto is the seat of the Trinity University, McMaster University, Victoria University, as well as a number of great colleges affiliated with the University of Toronto. There are, besides, two Medical Schools, a College of Pharmacy, a Veterinary College, a School of Practical Science, two great Colleges of Music, and many other institutions of learning. The Public Library, maintained wholly and directly by public funds, is open freely to all classes. It is accommodated in a spacious and elegant building, well arranged for the purpose, and has on its shelves, at the present time, something over 75,000 volumes.</p> <p style="text-align: center;">Toronto to London, October 12th.</p>		FEET.	
226.89	iv. 9.00	TORONTO	Leaving Toronto, the train passes several prosperous villages and towns, including Bramp-	242	333.00
227.77		BATHURST ST. JCT.	ton, a thriving place with a population of		333.90
231.74		TORONTO JCT.	4,000 people; and the first stop of importance	395	338.10
235.30		WESTON	on our westward journey is the royal city of	415	341.41
242.01		MALTON	Guelph.	539	348.12
247.99		BRAMPTON	Guelph (population 11,000) is a flourishing	702	354.10
253.59		NORVAL	little city with extensive manufactures, including	808	359.69
255.98		GEORGETOWN	organs, pianos, sewing machines, etc. It is well	836	362.09
259.15		LIMEHOUSE	known for its Agricultural College, the "Cirencester of	992	365.26
262.24		ACTON WEST	Canada." Attached to the college is an experimental	1188	368.35
267.92	ar. 10.15	ROCKWOOD	farm of about 550 acres. Berlin (population 7,425)	1172	374.03
275.28		GUELPH	is the next important point on our journey. It lies in a district largely settled by Germans.	1057	381.39
276.44	ar. 10.43	GUELPH JCT.	Stratford (population 9,500)		382.55
280.28		MOSBOROUGH	is an agricultural and industrial	1074	386.39
284.96		BRESLAU	city; is a railway center of	1015	391.07
289.23		BERLIN	some importance, lines radiating	1120	395.34
295.71		PETERSBURG	hence to all points of the	1200	401.82
299.12		BADEN	compass.	1146	405.23
301.56	iv. 10.20	HAMBURG	London (population 40,000). The great metropo-	1116	407.67



ON THE WAY TO CAMP — HIGHLANDS OF ONTARIO.





PROVINCIAL PARLIAMENT BUILDINGS — TORONTO, ONTARIO.



Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.		Altitude above Sea Level.	Miles from Montreal.
	A. M.			FEET.	
308.63	ar. 11.25 iv. 11.30	SHAKESPEARE STRATFORD ST. PAULS ST. MARYS KELLY'S THORNDALE POTTERSBURO EAST LONDON LONDON	lis of the world has in Western Ontario a thriving namesake, situated as it is on a river named the Thames. In 1826 it was laid out as a court town and administrative center by the paternal government then enjoyed by the Dominion, and was chosen for its position at the forks of the River Thames, the chief waterway of the western peninsula of the Province of Ontario, one of the richest agricultural sections in the whole world. It grew steadily and now boasts a population close on 40,000. It has good railroad connections with all points east and west between Montreal and Chicago, and is also a point of importance in the routes from the west to the American cities of the Atlantic Coast. More trains arrive and depart from London daily than from any other point in the Dominion of Canada. The whole area of the most fertile portion of Ontario is tributary to this city, as its commercial and manufacturing metropolis. Its public market place is one of the finest and busiest the world over. All classes of agricultural produce have their market there, and, because of its grain output, London has been the center of a great brewing industry and sends its ales all over the world. The production of oil and salt is also carried on to a very large extent in the district, while tobacco culture is just being taken up on a large scale in its vicinity. The great number and variety of its manufactures assures for London a constant growth. Of all the counties in the fertile section west of Toronto, Middlesex stands second both in the number of its cheese factories and of its creameries. With public and charitable institutions, the city is richly equipped.	1172	414.74
315.23				1179	421.34
320.31				1155	426.42
325.29				1072	431.40
332.09					438.20
337.13					443.24
344.89					451.00
346.63					452.74
347.91				798	454.02
	P. M.				
	ar. 12.18				
London to Niagara-on-the-Lake, October 12th.					
347.91	iv. 1.30	LONDON LONDON EAST WAUBUNO DORCHESTER PATTONS SDG.	Eastward from London, en route to Niagara Falls, we pass several prosperous towns and villages, and through fertile farms and well-tilled lands until we reach Ingersoll.		
349.19					455.30
353.51					
357.56					463.67
362.85					
367.00		INGERSOLL (population 4,600).			473.11
371.55		BEACHVILLE WOODSTOCK	Continuing eastward, we pass Dorchester, Ingersoll, and Woodstock, the latter having a population of 9,300, and being the crossing of the Georgian Bay & Lake Erie Branch of the Grand Trunk System. It is a place of no little commercial importance, has a		477.66
375.74				951	419.09

Memoranda

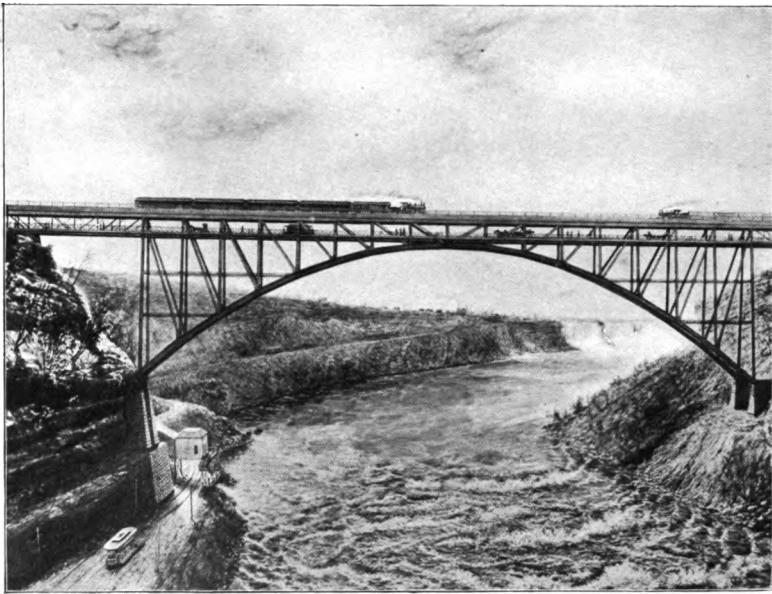
Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
			FEET.	
		dozen or more hotels, and offers many attractions to tourists for a summer sojourn.		
		Paris is the junction point with the Buffalo & Gode-rich Branch of the Grand Trunk, and has a population of 3,200. It is an attractive place for tourists, having sulphur springs of recognized curative virtue, as well as picturesque scenery and pleasant drives. Harris-burg, ten miles from Paris, at the junction of the Wel-lington, Grey and Bruce and Brantford and Tilson-burg Branches of the Grand Trunk System, is a town of about 300 population.		
380.20		EASTWOOD	965	414.63
382.63		GOVERNOR'S ROAD		
387.45		PRINCETON	927	407.38
394.50		PARIS	836	400.33
399.99		DUMFRIES	801	394.84
404.27		HARRISBURG	726	390.56
407.51		LYNDEN	742	387.32
411.90		COPETOWN	739	382.93
416.92		DUNDAS	507	378.01
421.22		JUNCTION CUT		
		HAMILTON JCT.		
423.22		HAMILTON	244	371.71
		surpassing beauty. Dundas has a population of 4,000 people, and is noted for its beautiful scenery, its mineral springs and baths.		
		HAMILTON is a flourishing city of 50,000 people. It is beautifully situated on Burlington Bay, at the head of Lake Ontario, the streets rising from the shore to the foot of Hamilton Mountain, a large portion of the town occupying a level plateau at the base of the high-lands which overlook the city. The situation affords a rare combination of beautiful scenery. The lofty elevations, accessible by two inclined railroads, present beautiful views of the bay and lake, with the city in the foreground, bustling with its animated business and manufacturing interests, which are of no small propor-tions. With its advantages for navigation and railroad facilities, the commercial interests of Hamilton are well cared for. The Port Dover Branch of the Grand Trunk extends from Hamilton to Port Dover, forming rail connection between Lake Erie and Lake Ontario ; the Toronto Branch extends to the main line, thirty-eight miles distant, and the Hamilton & Allandale Branch gives railway service to the Muskoka and Georgian Bay region.		
		From Hamilton eastward to Niagara Falls, much of our journey lies along the shore of Lake Ontario, in the midst of what has been aptly termed "the garden spot of Canada." Fine fruit farms and flourishing vine-yards greet the eye, interspersed with glimpses of the lake or bits of charming woodland scenery, with here		

Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
			FEET.	
429.58		and there a thrifty village giving evidence of the prosperity of the country through which we are now passing.		
434.88		STONEY CREEK The first station east of Hamilton is Stoney Creek, with a population of 500 people, and it has an historic reminder in the Stoney Creek battle ground. Winona, five miles farther on, is a small and quiet place, with attractions in lake shore resorts.	264	378.07
439.72		WINONA Another five miles and we reach Grimsby, with its Grimsby and Victoria parks, and fine fruit farms. The town has a population of about 1,000 and has several industries growing out of its fruit productions, such as canning and evaporating works, basket factories, etc.	276	383.37
431.37		GRIMSBY	278	388.21
443.88		GRIMSBY PARK	293	389.86
449.78		BEAMSVILLE	288	392.37
		JORDAN Beamsville is a town of 900 people, well known for its extensive stone quarries, much of the stone for the St. Clair Tunnel under the St. Clair River having been supplied from this place. Jordan, six miles farther east, is a small town of about 200 inhabitants and offers the attraction of twenty-mile lake beach.	300	398.17
455.41		ST. CATHARINES , situated on the Welland Canal, about three miles from its Lake Ontario outlet, is in the center of the Niagara fruit belt and an important shipping point. This is the trade center of the inexhaustibly fertile Niagara region, and is supplied with unlimited water power by means of the canal, and has become an important commercial city. St. Catharines has important shipyards, mills and machine works, handsome public buildings, and one of the best collegiate institutes in the Province. It is also a very popular health resort, much visited by Southerners. The waters of its mineral springs rank high among the medicinal waters of the world. The Welland Canal mentioned in this paragraph connects the waters of lakes Erie and Ontario and is a work of tremendous importance, giving, as it does, an outlet to the sea for the vast trade of the Great Lakes. The canal is twenty-seven miles in length from Port Colborne on Lake Erie to Port Dalhousie on Lake Ontario. The difference in level between the lakes is about 327 feet, which is overcome by a system of twenty-five lift locks. This part of the country is literally one great peach orchard and is known far and wide as "the Garden of Canada." It is estimated that there are something like 400,000 peach trees in the Niagara District, which ships annually over a million baskets of this delicious fruit. The peach harvest begins about the end of July and continues until the middle of October. The peaches are shipped all over Canada. In this favored region flourish, also, apples, pears, plums, cherries, and all kinds of small fruits; melons, quinces, grapes, walnuts, chestnuts, and even figs.	338	403.80



CITY HALL, HAMILTON, ONTARIO.



GRAND TRUNK SINGLE-ARCH, DOUBLE-TRACK STEEL BRIDGE OVER THE NIAGARA GORGE.

Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
			FEET.	
457.48		<p>MERRITTON. A few miles from St. Catharines and we arrive at Merritton. In this neighborhood is the battlefield of Beaver Dams, which Canadians regard with pardonable pride. During the war of 1812, when the Americans were in possession of Fort George and Niagara, and the British troops had fallen back on Burlington (now Hamilton), the British General advised the Canadian volunteers to disband and return to their homes, as he was contemplating the possibility of abandoning all that section of the Province to the foe and retiring to Kingston. In this crisis, being thrown entirely upon their own resources, the Canadians proved themselves equal to the emergency. This incident is described as follows :</p> <p>Merritt's militia regiment of light horse, with some other militiamen and volunteers, established themselves at a building known as "De Cew's Stone House," converting it into a little fortress, whence they harassed the Americans, driving off their foraging parties and intercepting their supplies with such success and impunity as only an intimate knowledge of the country could have given them. Colonel Boerstler was sent from Niagara with two field pieces and 600 men to break up this little stronghold and one or two other outposts of the British, who, since the decisive battle of Stoney Creek, were moving back toward Fort George, and he might have succeeded but for the patriotic spirit and bravery of a woman. Laura Secord, the young wife of James Secord, a militiaman lying wounded at Queenstown, saw the American troops moving from Niagara and learning their destination, set out at night and walked twenty miles through the woods to warn the little band at the stone house of Boerstler's approach. At any time it would have been a difficult journey, but in war time, with the risk of meeting some savage Indian or other lawless marauder in the lonely woods, only a woman of singular energy and courage would have undertaken it. Mrs. Secord, however, accomplished it in safety, and when Colonel Boerstler arrived at Beaver Dams, at 6 o'clock in the morning, he found his march impeded by a small number of militiamen and a party of Indians, led by their chief, young Brant. This number, altogether about 200, seemed trebled when seen through the thick foliage of the trees, from among which they poured volley after volley from their muskets on the surprised and bewildered Americans, every volley accompanied by the fierce yells of the Indians. While Boerstler was still uncertain whether to advance or retreat, Ensign Fitzgibbon, with forty soldiers, the only British troops in the neighborhood, arrived at the spot and took in the situation at once. With admirable courage and coolness, he tied a white handkerchief on a musket and, holding it up, advanced alone, calling on the enemy to lay down their arms and surrender ;</p>	380	405.87

Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
	P. M.		FEET.	
466.83	ar. 5.00	<p>upon which Colonel Boerstler, believing that the whole British army was in front, surrendered his force of 600 infantry, fifty cavalry, two field guns, and a stand of colors to the young ensign and his 240 men.</p> <p>NIAGARA FALLS. Of all the pleasure resorts on the American Continent probably none receive annually so many visitors as the famous cataract, where the waters of Lake Erie come tumbling in one grand plunge over a precipice 164 feet in height, in their mad rush toward the ocean, by way of Lake Ontario and the St. Lawrence River. While there are waterfalls of greater height, the immense volume of water, and the sheer descent of the unbroken plunge, give to Niagara a sublimity which height alone cannot impart. The tumultuous rapids above the falls, and the deep gorge below, add not a little to the grandeur of the scene, while the historical traditions associated with the entire neighborhood render a visit to Niagara an event long to be remembered.</p> <p>To describe Niagara is impossible. The finest writers in the English language are compelled to acknowledge the feebleness of words in attempting to convey to their readers an impression of the grand spectacle. One of the most graceful of modern English writers, Charles Dickens, describes his feelings on first beholding Niagara, in his "American Notes," and probably no description has been more widely read or more frequently quoted. He says :</p> <p>"At length, we alighted ; and then for the first time, I heard the mighty rush of water, and felt the ground tremble underneath my feet. The bank is very steep, and was slippery with rain and half-melted ice. I hardly know how I got down, but I was soon at the bottom, and climbing with two English officers, who were crossing and had joined me, over some broken rocks, deafened by the noise, half blinded by the spray and wet to the skin. We were at the foot of the American Fall. I could see an immense torrent of water tearing headlong down from some great height, but had no idea of shape, or situation, or anything but vague immensity. When we were seated in the little ferry boat, and were crossing the swollen river immediately before the cataracts, I began to feel what it was ; but I was in a manner stunned, and unable to comprehend the vastness of the scene. It was not until I came on Table Rock, and looked—great Heaven, on what a fall of bright-green water !—that it came upon me in its full might and majesty. Then, when I felt how near to my Creator I was standing, the first effect, and the enduring one—instant and lasting—of the tremendous spectacle, was Peace. Peace of mind, tranquillity, calm recollections of the dead, great thoughts of eternal rest and happiness ; noth-</p>	564	415.22

Memoranda

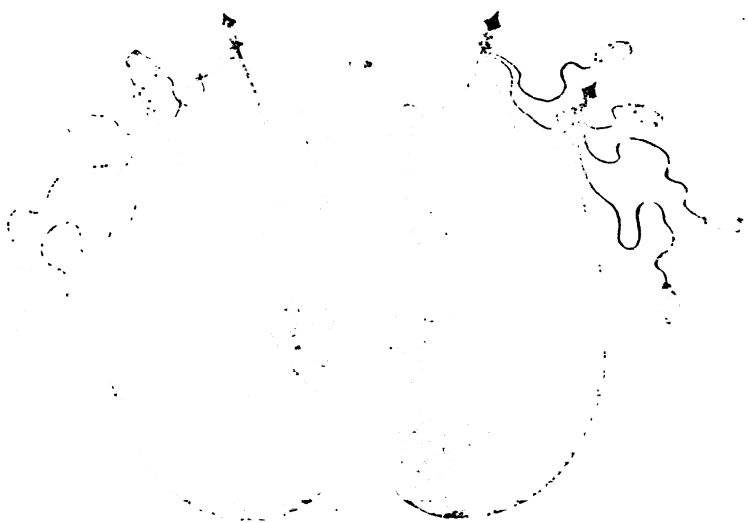
Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
	P. M.	<p>ing of gloom or terror. Niagara was at once stamped upon my heart, an image of beauty ; to remain there, changeless and indelible, until its pulses cease to beat forever. Oh, how the strife and trouble of daily life receded from my view, and lessened in the distance, during the ten memorable days we passed on that enchanted ground ! What voices spoke from out the thundering water ; what faces, faded from the earth, looked out upon me from its gleaming depths ; what Heavenly promise glistened in those angels' tears, the drops of many hues, that showered around, and twined themselves about the gorgeous arches which the changing rainbows made ! . . . To wander to and fro all day, and see the cataracts from all points of view ; to stand upon the edge of the great Horseshoe Fall, marking the hurried water gathering strength as it approached the verge, yet seeming, too, to pause before it shot into the gulf below ; to gaze from the river's level up at the torrent as it came streaming down ; to climb the neighboring heights and watch it through the trees, and see the wreathing water in the rapids hurrying on to take its fearful plunge ; to linger in the shadow of the solemn rocks three miles below ; watching the river as, stirred by no visible cause, it heaved and eddied and awoke the echoes, being troubled yet, far down beneath the surface, by its giant leap ; to have Niagara before me, lighted by the sun and by the moon, red in the day's decline, and gray as evening slowly fell upon it ; to look upon it every day, and wake up in the night and hear its ceaseless voice ; this was enough. I think in every quiet season now, still do those waters roll and leap and roar and tumble, all day long ; still are the rainbows spanning them, a hundred feet below. Still, when the sun is on them, do they shine and glow like molten gold. Still, when the day is gloomy, do they fall like snow, or seem to crumble away like the front of a great chalk cliff or roll down the rock like dense white smoke. But always does the mighty stream appear to die as it comes down, and always from its unfathomable grave arises that tremendous ghost of spray and mist which is never laid ; which has haunted this place with the same dead solemnity since darkness brooded on the deep, and that first flood before the deluge — light — came rushing on creation at the word of God."</p>		
479.83	ar. 5.30	<p>NIAGARA-ON-THE-LAKE, where of old the fortunes of peoples were wont to be decided by the sword ; where Indians, French, and British, Americans and Canadians have contended for the supremacy of the lake regions, where the first Parliament of the old Province of Upper Canada was held, in ancestral fashion, in the shade of a spreading oak, is now but a merry watering place. In the neighborhood is the</p>		428.22



GENERAL VIEW OF NIAGARA FALLS FROM BRIDGE.



KINGSTON, ONTARIO.



Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
		<p>battlefield of LUNDY'S LANE, the scene of a hard-fought struggle between Canadian and American forces. The chief episodes that now stir the surface of Niagara's summer calm are the Saturday evening hops at the Queen's Royal Hotel, which are attended by the American officers from Fort Niagara opposite, and by gay yachting parties from Toronto. The country round about is a garden ; there is capital bass-fishing to be had, and the facilities for boating and bathing are not to be excelled. In the days of its political and military importance the town bore the more business-like name of Newark.</p> <p>The Grand Trunk Steel-Arch Bridge.</p> <p>At the time of its erection, the old Suspension Bridge was regarded as the climax of engineering skill and daring, and for many years it has been justly regarded as one of the great bridges of the world. It was opened for traffic in 1855, and has, therefore, done service for more than forty years. The original bridge had wooden trusses suspended on stone towers, and in 1880 the suspended structure was changed to steel, the stone towers giving place to steel six years later. The length of the bridge between the towers was 832 feet, and the height of the railway tracks above the water was 258 feet.</p> <p>Like many another marvel, this great bridge has become only a memory, giving place to the steel-arch structure. This new bridge is no less a remarkable engineering feat than was the old, especially in view of the fact that its entire construction, including the removal of the old structure, was accomplished without the suspension of traffic.</p> <p>The engraving gives a good general idea of the bridge and the principles involved in its construction. From abutments on either bank springs a steel arch, spanning the gorge, with its highest point 226 feet above the water. The span between the piers is 550 feet, and a trussed span at each end, 115 feet long, connects the arch with the bluff. The total length of the bridge with its approaches is over 1,100 feet. It has two decks or floors, the upper one, thirty feet wide, occupied by the double track of the Grand Trunk Railway, the lower comprising a broad carriage-way in the center, and footwalks outside of all, making a total width of fifty-seven feet.</p> <p>The sustaining strength of the structure is enormous, and the doubts and fears which timid passengers could never quite subdue concerning the old bridge are now effectually banished by the solidity of this structure, with its six million pounds of steel.</p> <p>On removing the old bridge it was found to be yet good for many years of service, but the policy of the</p>		

Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
	A. M.	Grand Trunk System has ever been that of taking no chances, and this expenditure of a half million dollars was made to ensure absolute safety. The bridge was formally dedicated to the public service by a three-days' carnival, September 23-25, 1897, and the festivities were participated in by thousands of people, the event being one of international importance.	FEET.	
		Niagara Falls to Hamilton, October 14th.		
479.83	lv. 10.00	NIAGARA-ON-THE-LAKE		428.22
492.83	10.30	NIAGARA FALLS	564	415.22
495.46		ST. DAVIDS		412.21
503.18		MERRITTON	380	405.87
505.25		ST. CATHARINES	338	403.80
510.88		JORDAN	300	398.17
516.68		BEAMSVILLE	288	392.37
518.19		GRIMSBY PARK	293	389.86
519.84		GRIMSBY	278	388.21
524.68		WINONA	276	383.37
529.98	NOON.	STONEY CREEK	264	378.97
536.34	ar. 12.00	HAMILTON	244	371.71
		Returning from Niagara Falls the train passes through the same portion of the country described in the foregoing chapter, and through the vineyards and fruit orchards for which the Niagara Peninsula has become famous.		
		Hamilton to Belleville via Woodstock, October 14th.		
536.34	P. M. lv. 3.30	HAMILTON		369.71
538.34		HAMILTON JCT.		367.41
542.64		JUNCTION CUT	507	378.01
547.52		DUNDAS	739	382.93
551.91		COPETOWN	742	387.32
555.15	ar. 4.03	LYNDEN	726	390.56
	lv. 4.10	HARRISBURG		
562.74	ar. 4.25	HARRISBURG	657	398.15
	lv. 4.30	BRANTFORD		
		about 100 miles, affording a very pleasing view of this large body of water Brantford (population 16,000) is named after the famous Mohawk Indian Chief Brant, who remained loyal to England during the American Revolution and migrated hither with part of his tribe after the war. Brantford is noted for its high-class schools and is the headquarters of the amalgamated tribes of the Six Nation Indians. Brant is buried in the old Mohawk Church, where services are still held in the Mohawk dialect.		

Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
	P. M.		FEET.	
570.54		PARIS	836	400.33
577.59		PRINCETON	927	407.38
582.31		GOVERNOR'S R'D		412.10
584.74		EASTWOOD	965	414.63
589.20	ar. 5.10	WOODSTOCK	951	419.09
	iv. 5.15	WOODSTOCK		
593.66		EASTWOOD	965	414.63
596.09		GOVERNOR'S R'D		412.10
600.91		PRINCETON	927	407.38
607.96		PARIS	836	400.33
613.45		DUMFRIES	801	394.84
617.73		HARRISBURG	726	390.56
620.97		LYNDEN	742	387.32
625.36		COPETOWN	739	382.93
634.58		JUNCTION CUT		367.41
636.78		WATERDOWN	331	367.61
639.61		BURLINGTON JCT.	318	364.78
646.01		BRONTE	334	358.38
650.25		OAKVILLE	319	354.14
654.56		CLARKSON'S	312	348.89
657.52		PORT CREDIT	256	345.87
663.20		NEW TORONTO		342.91
663.97		MIMICO	290	339.42
665.95		SWANSEA	243	337.47
667.82		SOUTH PARKDALE		335.49
669.52		BATHURST ST. JCT.		333.62
670.42	ar. 7.07	TORONTO	242	333.00
	iv. 7.15	TORONTO		
675.85		YORK	415	327.57
679.40		SCARBORO JCT.	535	324.02
682.77		PT. UNION	255	316.57
693.72		PICKERING	277	309.70
699.98		WHITBY	257	303.44
703.85		OSHAWA JCT.	323	299.57
709.84		DARLINGTON		293.58
713.13		BOWMANVILLE	252	290.29
717.57		NEWCASTLE	285	285.91
725.47		NEWTONVILLE	382	277.95
733.11		PORT HOPE	276	270.31
		<p>The Grand Trunk Railway, between Toronto and Montreal, is set thick with towns and cities from start to finish, and gives one a good idea of the general prosperity of Canada. About twenty-three miles from Toronto the road circles a landlocked mere, on which of old stood a village of the Senecas. The entrance to this water was so concealed by a growth of weeds and rushes that none knew of its existence save the dwellers on the banks.</p> <p>Here now stands the town of Pickering and the sheltered mere has become Pickering harbor, and the weed-grown entrance has been widened and deepened to permit passage to the lake. Just beyond Pickering is Whitby, the site of the Ontario Ladies' College. From here a branch of the Grand Trunk runs north past the town of Lindsay to its terminus at Haliburton. About four miles east of Whitby is the busy manufacturing town of Oshawa (population 4,000). Here in the old days was the beginning of the portage from Lake Ontario to Lake Scugog, and the word "Oshawa" simply means the carrying place. Leaving Oshawa we pass through Bowmanville (population 3,500), Newcastle, Newtonville, and reach the important town of Port Hope (population 5,000).</p>		
739.92		COBOURG (population 5,000). Seven miles from Port Hope is the university town of Cobourg, formerly the seat of the Victoria College, which has now been amalgamated with Toronto University. Fortunately for Cobourg, it is something more than a university town, and relies entirely upon her manufactures, her trade, her car works, and her breweries.	285	263.50

Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
	P. M.		FEET.	
747.72		GRAFTON	273	255.70
754.37		COLBORNE	311	249.05
761.97		BRIGHTON	293	241.45
771.32		TRENTON	276	232.10
		The next important point after leaving Cobourg is Trenton (population 5,000) on the Trent River. The Trent River is the outlet of Rice Lake and empties into the Bay of Quinte, at its head.		
783.21	at 10.45 A. M. by 9.30	BELLEVILLE (population 11,000). Beyond Trenton lies the City of Belleville, beautiful in its surroundings and its handsome and shaded streets. This is an enterprising city, full of activity, has fine public buildings and is the site of Alexandra College and of the Provincial Institute for Deaf Mutes. The city was named in honor of Arabella, wife of Governor Gore, and stands on the shore of the exquisite Bay of Quinte, whose waters teem with all delights for the fisherman.	275	220.21
Belleville to Cardinal, October 15th.				
790.31		SHANNONVILLE	324	213.11
796.83		MARYSVILLE	325	206.59
800.10		DESERONTO JCT.	315	203.32
804.91		NAPANEE	303	198.51
		About twenty-two miles east of Belleville is the ancient town of Napanee (population 3,500), a name derived from the Mississauga word Naw-Paw-Nay, which signifies "flour." As breadstuffs are the staple of Napanee's trade, the name is highly appropriate. The town is situated on the Stam River, whose deep and sombre waters are swayed by a mysterious tide every two hours. The tide represents a variation of sixteen inches in mean level and sometimes attains a fluctuation of thirty inches.		
815.77		ERNESTOWN	315	187.65
823.31		COLLINS BAY	374	180.11
831.13		KINGSTON JCT.	263	172.61
833.38	at 11.00	KINGSTON		174.54
		The "Limestone City" stands guard at the foot of the lake, where the channel of the St. Lawrence River begins to define itself. This little city, with its 25,000 inhabitants, has a beautiful and commanding situation, and its spacious harbor is fenced in by islands from Lake Ontario storms.		
Kingston.				
Where the olive waters of the Cataraqui flow into the blue expanse of the bay, came Frontenac, greatest of the Governors of New France, to establish a fort and trading post on what he considered "one of the most beautiful and agreeable harbors in the world." Frontenac pitched his tents where now stand the Tete du Pont Barracks, commanding the mouth of the Cataraqui. This was in July of 1673. The command of the fort, which speedily rose under the energetic directions of Frontenac, was assigned to the illustrious Robert				



AMONG THE THOUSAND ISLANDS OF THE ST. LAWRENCE RIVER.





43½-POUND MASKINONGE — CAUGHT IN ST. LAWRENCE RIVER AT STE. ANNE DE BELLEVUE.



Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
		<p>Cavalier de la Salle. The settlement grew speedily in wealth and importance, till La Salle departed to discover the route to the Gulf of Mexico, and die by the hands of a traitor in Texas. Under the next Governor, M. de Denonville, Fort Frontenac was the scene of an act of treachery on the part of the French toward the Indians which brought down terrible vengeance upon New France. A number of Iroquois chiefs, under pretext of a conference, were enticed into the fort, where they were loaded with chains and then sent to France to wear out their lives in the galleys. The retort of the Iroquois was the harrying of the French settlement, the capture and destruction of Fort Frontenac, and the midnight massacre of Lachine. When the weakness and treachery of Denonville had brought New France to these straits, Frontenac came back and saved the colony, and rebuilt his favorite fort; and fifty years of peace began their brooding over the mouth of the Cataragui. The fort was captured by Colonel Bradstreet in 1758. Thereafter the place fell into forgetfulness, from which it did not emerge till the end of the Revolutionary War, when a party of United Empire Loyalists chose the fair site for a settlement, and in their zeal Cataragui became Kingstown, afterwards shortened to Kingston. When the War of 1812 broke out, Kingston came into prominence as the strongest Canadian post on the lake, the chief rival to the American stronghold of Sackett's Harbor. Fort Henry was commenced, and a formidable battleship, the "St. Lawrence," was built in the Kingston dockyard. So hard was it for the mother country to realize that any good thing could come out of a colony, that this ship was built, at a cost of £500,000, with timbers sent out from England for the purpose. At this period the town was surrounded by a chain of block-houses connected by a picket stockade. These block-houses subsequently were supplanted by stone batteries and martello towers, which, however ineffective they might be against modern artillery, nevertheless add greatly to the martial air of Kingston as seen from the water. When Upper Canada was erected into a province, Governor Simcoe was sworn into office at Kingston, and from this point were issued writs for the convening of the first Provincial Parliament, which met, however, as has already been stated, at Niagara. When Upper and Lower Canada were united, in 1840, Kingston was made the seat of government, and the Legislature occupied the building now employed as the City Hospital. Only for four years, however, was Kingston suffered to enjoy this proud distinction; and in 1844 the departure of the Government and its officials left the "Limestone City" in a slough of commercial and social despond. Now, however, Kingston has entered anew upon an era of prosperity. She has become a great educational</p>		

Memoranda

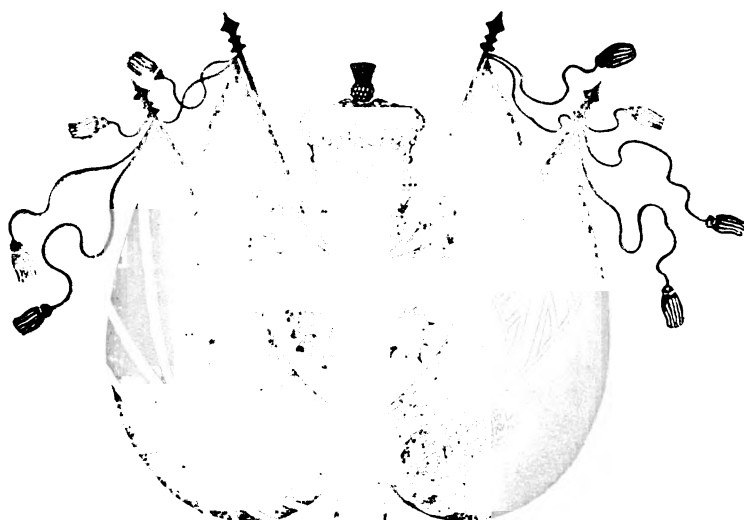
Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
		<p>center. Here is Queen's University, which has become one of the most successful and well-conducted institutions of learning in Canada. Here, also, is the Royal Military College, where the cadets get a training, the efficiency of which is well recognized in sister colonies and in the mother country. Kingston is also the seat of the Royal College of Physicians and Surgeons, and of the Women's Medical College, both of which are affiliated with Queen's University. The buildings of "Queen's" are the chief architectural ornament of Kingston. If the day is fine, the trip will be continued from Kingston to Brockville via steamer, otherwise the journey will be continued by rail.</p> <p>The steamer trip from Kingston down the St. Lawrence River is a very popular one and gives a great opportunity of passing through the Thousand Islands.</p> <p>As the steamer rounds Fort Hill, and passes Cedar Island, we find ourselves fairly in the channel of the St. Lawrence, at this point about fourteen miles in width. If one wishes to "do" the Thousand Islands thoroughly, it is best to stop off at the village of Gananoque, around whose shores the islands appear to swarm. The name Gananoque signifies "rocks in deep water." The town stands on a small river of the same name, is well supplied with hotels, and has good maskinonge and black-bass fishing in its neighborhood.</p> <h3 style="text-align: center;">The Thousand Islands.</h3> <p>The THOUSAND ISLANDS are really many more than a thousand in number, there being about 1,800 of them, large and small, in a stretch of about forty miles. The Indians call the region Manatoana—"The Garden of the Great Spirit." The islands are all of that formation which the geologists call gray gneiss. Through the innumerable labyrinths that divide them the current of the great river flows with varying rapidity. In some of the channels it is a foaming torrent, while in others the gently-moving tide is as smooth as a summer pool. The islands present the greatest variety of effect. Some are high and precipitous, others barely lift their heads above the lily-pads that encircle them. Some are as naked as if their granite frames had just come from the primeval fires; others are topped with pine and fir, or softly rounded with the foliage of vines and shrubbery. Some are dotted with cottages, or the tents of camping parties. Several of the ialets are built up with fantastic structures, pagodas and fairy bridges, till they look as if they had just stepped off an old blue "willow-pattern" plate. Hither and thither among them dart the trim craft of the canoeists, for here it is that they most do congregate; and in many a sluggish eddy or sheltered bay may be seen the punt of him that lies in wait for maskinonge. The landscape is like Egypt's incom-</p>		

Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
	P. M.	parable queen, for "age cannot wither it nor customs stale its infinite variety." With every change of sky and cloud the scene changes, and unexpected colors, lights, and shades descend upon the isles and water reaches. But not always were the Thousand Islands such a region of enchantment, or else the eyes of the old French explorers were blinded by weariness after their struggles through the fierce rapids farther down the stream. In a report of an expedition against the Mohawks, in 1665, M. de Courcelles asserts that "they have nothing agreeable beyond their multitude." From this it would seem that the luxuriant vegetation that now lends the islands so much of their charm was lacking to them two centuries ago. It is certain, however, that the tourist who passes hastily through the Thousand Islands will miss their chief beauties and may even find the very numbers of them monotonous.	FEET.	
848.42	iv. 6.30	THOUSAND ISL'DS JCT.	297	155.00
857.31		LANSDOWNE	323	146.11
865.53		MALLORYTOWN	325	137.89
873.99		LYN	275	139.43
878.19		BROCKVILLE	270	125.23
		BROCKVILLE		
		PRESCOTT	299	115.51
		tion 7,000) is a busy little town, where extensive cotton and paper mills are located.		
Cardinal to Sherbrooke and Chaudiere Junction, October 16th.				
889.91	ar. 7.10	CARDINAL	266	104.39
899.03	iv. 9.45	CARDINAL		
904.52	A. M.	IROQUOIS	232	98.90
911.15		MORRISBURG	258	92.27
919.66		AULTSVILLE	238	83.76
926.36		WALES	226	77.06
931.20		MILLE ROCHES	215	72.22
936.05		CORNWALL	182	67.37
943.99		SUMMERSTOWN	173	59.43
949.69		LANCASTER	154	53.73
955.03		BAINSVILLE	164	48.39
960.27		RIVER BEAUDETTE	159	43.15
965.76		COTEAU JCT.	150	37.66
970.76		ST. DOMINIQUE JCT.	149	31.06
979.17		VAUDREUIL	76	24.25
982.87		STE. ANNES	113	20.55
988.94		POINTE CLAIRE	98	14.48
993.30		DORVAL		10.12
995.60		LACHINE		7.82
1001.92		ST. HENRI		1.50
		Some twenty-four miles west of Montreal, the St. Lawrence receives the waters of the Ottawa River, and, as if the union were effected by a struggle, the river here presents much the same aspect as in the midst of the Thousand Islands. The scenery at Vaudreuil and Ste. Annes is so charming that a glimpse from the car window only tempts the appetite for more, and the tourist with time to spare often returns to drink in its beauties by a longer		

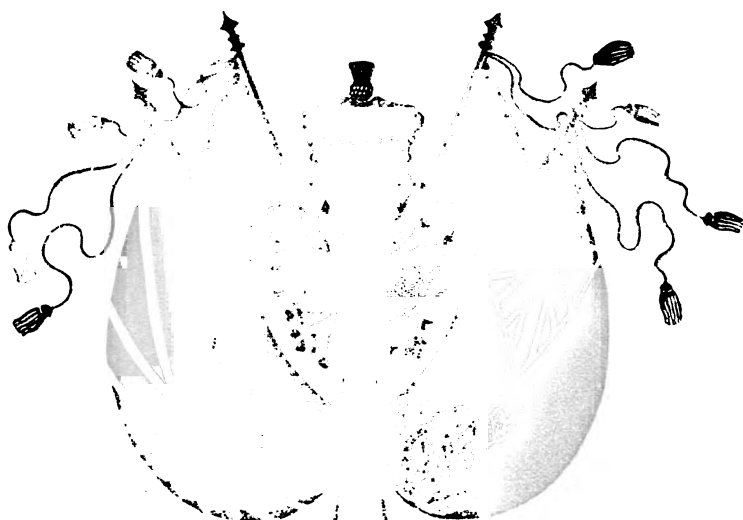


A GLIMPSE OF MONTREAL FROM MOUNT ROYAL.





APPROACH TO VICTORIA JUBILEE BRIDGE.



Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
			FEET.	
		tarry in this delightful section. Vaudreuil and Ste. Annes are situate on the Ottawa River, and the other points between these stations and Lachine are all located on the shores of Lake St. Louis, and are favored suburban resorts for the thousands of people from the city who live in the country during the heated spells of the summer.		
1006.74		ST. LAMBERT	65	6.32
1010.46		ST. HUBERT	81	10.04
1015.33		ST. BRUNO	88	14.91
1021.54		BELOEIL	52	21.12
1022.65		ST. HILAIRE	75	22.23
1028.58		STE. MADELEINE	108	28.16
1036.09		ST. HYACINTHE	100	35.67
1038.43		ST. ROSALIE		
1043.03		BRITANNIA MILLS	211	42.61
1045.33		ST. LIBOIRE	279	44.91
1048.42		UPTON	193	48.00
1054.82		ACTONVALE	301	54.40
1062.42		DANBY	427	62.00
1066.58		SOUTH DURHAM	598	66.16
1076.88		RICHMOND	380	76.46
1082.50		MORSE		82.08
1087.13		WINDSOR	409	86.71
1094.92		BROMPTON	460	94.48

Victoria Jubilee Bridge.

Here the train will come to a stop at the point where H. R. H., the Prince of Wales, placed the gold rivet on the occasion of the inauguration of the Old Victoria Tubular Bridge in 1860.

Back in the fifties, Montreal could not boast of a better connection with the railway to the south than by the primitive mode of a ferry across the St. Lawrence River. The terminus of the Grand Trunk Railway, then called "The St. Lawrence & Atlantic Railroad," running from Portland, Maine, was Longueuil, at which place the Company's steamers were in readiness to ferry the passengers to Montreal, the most important city of all the British possessions in America, and one which at that time warranted the expectation of its becoming an immense metropolis.

The population of Montreal was between sixty and seventy thousand, more than half of whom were of French extraction.

Freight was transported in barges, and during the winter months sleighs were resorted to as conveyances for passengers and merchandise. Twice a year there was a stoppage of traffic from one to three weeks during the fall and spring, when the mighty St. Lawrence was impassable. On one occasion a number of passengers were being carried across the ice bridge in a sleigh, driven by one of the Grand Trunk teamsters, when a

Memoranda

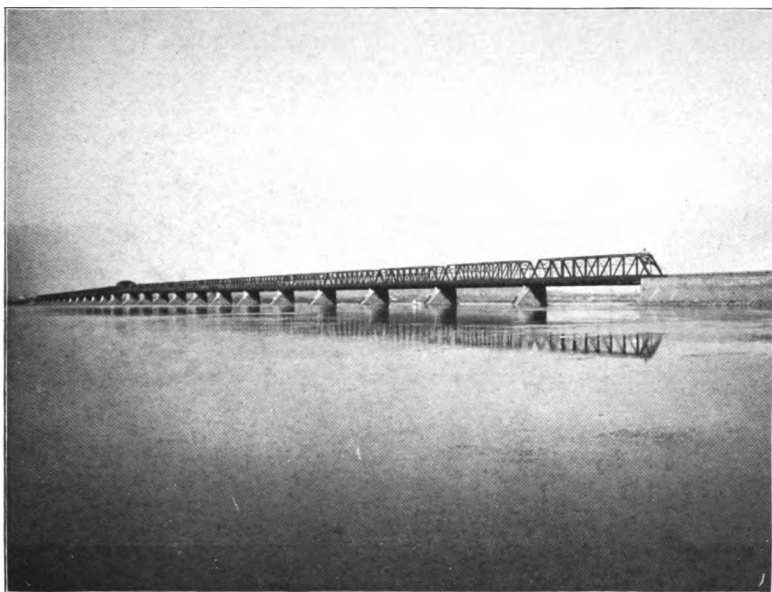
Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
		<p>casualty occurred which proved fatal to one of the number, the others narrowly escaping. When nearing the middle of the stream the whole field of ice, many miles in extent, began to move, but fortunately stopped after going a short distance, and all escaped in safety, except one man who died from exhaustion and fright.</p> <p>Thus it may be imagined by those living in the present period that great difficulties and dangers were experienced by travellers to and from Montreal in the old days, before the Grand Trunk Railway erected that wonder of engineering skill, the "Victoria Tubular Bridge," which stood the test of a heavy traffic for nearly forty years.</p> <p>It is probable there never was an undertaking so beset with difficulties as the building of the "Victoria Tubular Bridge" at Montreal. The contractors had to contend not only with a rapid stream two miles wide, but with shoves of ice from three to seven feet in thickness, and from fifteen to twenty square miles in extent.</p> <p>The engineers of the Victoria Tubular Bridge were Robert Stephenson and Alex. M. Ross, C. E. Mr. Ross, who had been connected with many large railways and public works in Europe, came to Canada in the year 1852, and after conferring with prominent men in this country and the management of the Grand Trunk Railway, with a view to bridging the St. Lawrence, returned to England in the fall, after suggesting a tubular bridge to connect the north with the south shore.</p> <p>The first stone for the first pier of the old bridge was laid July 22, 1854, by Sir Cusack Roney, along with Vice-President Holmes, Mr. James Hodges, Alex. M. Ross, C. E., and other gentlemen, who were also joined by Lady Roney, Mrs. Hodges, Mrs. Maitland and others, each taking the trowel and assisting in preparing the mortar-bed for the first stone in the first pier of the great undertaking.</p> <p>On November 24, 1859, Vice-President Blackwell, Hon. G. E. Cartier, Attorney-General; James Hodges, Alex. M. Ross, C. E., Walter Shanly, Major Campbell, Messrs. Gzowski, Macpherson, Forsyth, Captain Rhodes, and others were the first to cross the Victoria Bridge. Mr. Blackwell was on his way to England to attend the Grand Trunk meeting, where he was able to report himself as coming "via Victoria Bridge."</p> <p>On August 25, 1860, the bridge was officially inaugurated, and the last rivet driven by H. R. H., the young Prince of Wales, on which occasion a grand banquet was held near the bridge, and addresses were given by the Prince, the Duke of Newcastle, Mr. Blackwell, Mr. Alex. M. Ross, C. E., Mr. Hodges and others.</p> <p>To commemorate this event, Mr. Blackwell had a medal prepared by J. S. Wyon, Chief Engraver of</p>		

Memoranda

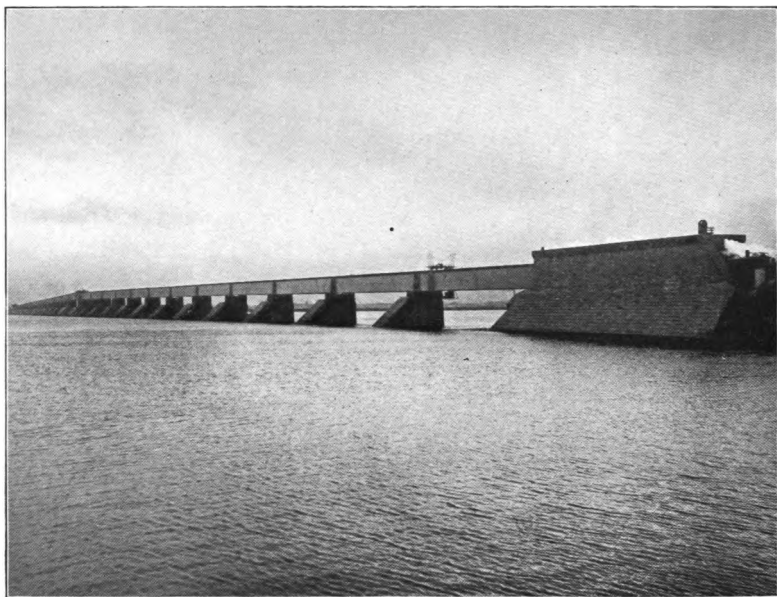
Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
		<p>Her Majesty's seals, a gold one of which was presented to H. R. H., the Prince of Wales, and a bronze one to each of the officers of the Grand Trunk Railway. It bears a fine impression in relief of the Prince as he then appeared, with the Prince's feathers on the reverse side, and the words "Welcome Albert-Edward, Prince of Wales, visited Canada and Inaugurated the Victoria Bridge, 1860."</p> <p>The following particulars respecting the Old Victoria Tubular Bridge may be interesting:</p> <p>Length of ironwork, 6,592 feet; total length, 9,144 feet; number of piers, 24; number of iron tubes, 25; width of center span, 330 feet; width of side spans, 242 feet; thickness of center piers at summer water level, 28 feet; thickness of side piers at summer water level, 18 feet; material of piers, limestone; quantity of masonry (piers and abutments), 100,000 cubic yards; total weight of masonry, 223,000 tons; height of tubes, 18½ to 22 feet; width of tubes, 16 feet; total weight of tubes, 9,044 tons; height from water, 60 feet; grade of tubes to center, 1 in 130; cost of bridge, \$7,000,000.</p> <p>Engineers: Messrs. A. M. Ross and Robert Stephenson.</p> <p>Builders: Messrs. Peto, Brassey & Betts, under the superintendency of Mr. James Hodges.</p> <p>At the time of the completion of the Victoria Tubular Bridge in 1860 it was considered the eighth wonder of the world, and was the admiration of not only the promoters of the Railway Company, but of all Canadians and others who looked upon it. Through increase in traffic, and with the onward march of time and improvement, the old bridge had become inefficient to meet the demands of the Grand Trunk Railway System, and the management concluded that it must be replaced with a structure which would meet all needs. Accordingly a new open-work steel bridge, with double tracks, carriage-ways, and foot-walks for pedestrians, now rests on the piers which held the Old Victoria Bridge for so many years.</p> <p>On December 13, 1898, the second track across the Grand Trunk Railway's new Victoria Jubilee Bridge over the St. Lawrence River at Montreal was completed, and the bridge opened for traffic with a double track, the first train to pass over it being the St. Johns local, with passenger engine No. 265, Conductor Lavigne and Engineer Day. While apparently of small moment in itself, this fact marked an interesting event in the history of the Grand Trunk Railway System, as well as in the history of the development of the commerce of both Canada and the City of Montreal.</p> <p>The Chief Engineer of the new bridge was Mr. Joseph Hobson, Chief Engineer of the Grand Trunk Railway System. The contractors were: The Detroit</p>		

Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
		<p>Bridge and Iron Works for the erection of the whole of the superstructure, and for the construction of nineteen spans of it, including the center one. The remaining six spans were constructed by the Dominion Bridge Company of Montreal. Mr. William Gibson of Beamsville, Ontario, built all the masonry required for the enlargement of the abutments and piers.</p> <p>The work was commenced in October, 1897, by the erection of the first span on the west end—the structure being built completely around the tube of the old bridge, the latter being cleverly utilized as a roadway on which a temporary steel span was moved out to the first pier, and the new structure then erected outside the temporary span.</p> <p>The progress of the work was delayed for the period of two months during the winter of 1897–8, owing to very severe weather, and the actual time of construction only extended over a period of about eight months; during that time the enormous traffic of the Grand Trunk was delayed but very little, practically nothing to speak of, the longest time on any one occasion that the line was closed to traffic being about two hours, and the total length of time closed during construction being about twenty hours. This is a very remarkable result, when the following facts are taken into consideration:</p> <p>While the old bridge, entire, weighed 9,044 tons, the new bridge weighs 22,000 tons. The total length of bridge is 6,592 feet; number of piers, 24; number of spans, 25; length central span, 330 feet; length side spans, 242 feet.</p> <p>While the width of the old bridge was sixteen feet, the width of the new bridge is sixty-six feet eight inches; the height of the old bridge superstructure was eighteen feet, the height of that of the new bridge over all is from forty to sixty feet.</p> <p>The total cost of the new bridge, which provides double track for railroad trains, and drive-ways for vehicles on each side, was about \$2,000,000. The contract price of the old Victoria Bridge was \$7,000,000.</p> <p>The superstructure of the bridge, exclusive of its own weight, in which are included floors, railway tracks, guard rails, etc., is designed to carry the under-mentioned moving loads: (1.) Trains running in both directions, consisting of two consolidation engines and tenders, coupled, of an average weight of 5,200 pounds per foot of their length, followed by a car load of 4,000 pounds per foot; (2.) A moving load on each carriage-way of 1,000 pounds per foot. There is no limit prescribed for the speed of either railway trains, of electric street cars, or of ordinary carriages.</p> <p>The new bridge ranks, from an engineering standpoint, with the foremost structures of the age, as the bridge which it replaced ranked the foremost as a monu-</p>		



VICTORIA JUBILEE BRIDGE OVER ST. LAWRENCE RIVER, MONTREAL — COMPLETED 1900.



VICTORIA TUBULAR BRIDGE OVER ST. LAWRENCE RIVER, MONTREAL—BUILT IN 1860, RECONSTRUCTED IN 1900.



Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
		<p>ment to the skill of the engineers and bridge-builders of the period in which it was built.</p> <p>The opening of the double track on the new bridge marked an era in the handling of traffic over the Grand Trunk Railway System, for whereas the old bridge could accommodate a maximum of but 100 trains per day—as they were required to travel at a low rate of speed, and one train could not follow another until the preceding one was out, thus losing a considerable amount of valuable time during a day—the present bridge has almost an unlimited capacity in this respect, as trains can be moved swiftly, and follow each other in rapid succession, owing to the establishment of a modern electric block system, which will permit two or three trains on the bridge in each direction at the same time. This will enable the Grand Trunk to handle with facility the large and constantly increasing freight business—which has heretofore been more or less hampered, owing to the limited capacity of the old bridge—as well as handling in a proper manner the large passenger business which constantly comes to and through Montreal, and with increased volume during the summer tourist season.</p> <p>The view from the train while crossing the Victoria Jubilee Bridge is one of much grandeur, and, if seen while approaching Montreal from the south shore, cannot but arrest the artistic sense of the beholder. With the St. Lawrence River sweeping under this massive structure, with hundreds of steamboats, sailing vessels, steam tugs and craft of every description, scurrying hither and thither on its waters opposite the harbor, and the City of Montreal, lying in its beautiful location at the base of Mount Royal as a background, forms one of those beautiful pictures which delight the eye of the artist and awakens the admiration of all. The massive stone warehouses that line the harbor for miles, the extensive manufactories, from whose tall chimneys belch forth volumes of smoke, and which can be seen on the shores of the river as far as the eye can reach, tend to show that Montreal is the commercial metropolis of the Dominion of Canada. While speaking of Montreal, it might be said that when the old Victoria Tubular Bridge was completed in 1860, the population of this progressive city was, as already stated, between 60,000 and 70,000, and to-day the population is given at more than 300,000.</p> <p>A synopsis of the dimensions and interesting features of the new bridge is appended:</p> <p>Length of steel work, 6,592 feet; length (including approaches), 9,144 feet; number of piers, 24; number of steel truss spans, 25; length of center span, 330 feet in the clear; length of side spans, 242 feet to 247 in the clear; thickness of center piers at summer water level, 28 feet; thickness of side piers at summer water</p>		

Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.	Altitude above Sea Level.	Miles from Montreal.
	P. M.	level, 18 feet; material of piers, limestone; quantity of masonry (piers and abutment), 100,000 cubic yards; height of ordinary spans (center to center of chords), 40 feet; height of center span (center to center of chords), 60 feet; width between main trusses (center to center), 31 feet 2 inches; extreme width of bridge, including roadways, 66 feet 8 inches; height from water at center to underside of bridge, 60 feet; grade of trusses to center, 1 in 130; total weight of superstructure, 44,000,000 pounds; cost of bridge (new work), \$2,000,000.	FEET.	
1101.52	4.00	SHERBROOKE. After enjoying the magnificent view of the City of Montreal from the Victoria Jubilee Bridge, our train proceeds on its journey to Sherbrooke, a distance of 101 miles from Montreal, passing through that portion of the Province of Quebec which is noted for its good farm lands, and where can be seen the quaint and picturesque houses of the inhabitants. Several small villages are passed, until we cross the Richelieu River at Beloeil. At this point we pass Beloeil Mountain, which lies to the right of the line, though it first comes into view on our left front. We then reach St. Hyacinthe, a pretty little French Canadian City of 7,000 inhabitants with a Roman Catholic Cathedral and a large Dominican College. Its manufactures include shoes, woolen goods, and machinery. Beyond St. Hyacinthe Station we cross the Yamaska River. Yamaska Mountain is seen to the right. The City of Sherbrooke, Quebec, possesses many and varied attractions, natural, architectural and commercial, in keeping with that rich, picturesque and prosperous rural district of which it is the metropolis, and which is aptly termed "The Garden of the Province." Sherbrooke, as an inland city, is founded upon a site of almost unrivaled natural advantages. The waters of the Magog River in the descent through their rocky gorge turn the wheels of many important industries and much power remains unutilized. The city, 101 miles from Montreal, has a population of 11,000, and is on the main line of the Grand Trunk. It is a modern and progressive town, and in size or commercial importance is surpassed only by the cities of Montreal and Quebec, in the Province. The university village of Lennoxville is three miles distant from this city.	475	101.10
1101.52	5.00	SHERBROOKE		101.10
1108.14		BROMPTON	460	94.48
1115.91		WINDSOR	409	86.71
1120.51		MORSE		82.08
1126.15	av. 5.50	RICHMOND	380	76.46
	lv. 5.55	RICHMOND		
1138.18		DANVILLE		88.49
		The route from Sherbrooke to Chaudiere Junction will be through the same portion of the country traversed between Richmond and Sherbrooke, and from thence on the Quebec branch of the Grand Trunk		

Memoranda

Miles from North Bay.	Time.	DESCRIPTIVE DATA.		Altitude above Sea Level.	Miles from Montreal.
	P. M.				
1142.11		KINGSEY	Railway System between Richmond and Chaudiere Junction. The line runs through a pleasant and somewhat English looking district of woodlands, pastures and farms, interspersed with neat French Canadian villages. At Chaudiere we cross the Chaudiere River, a rushing stream, which forms a fine waterfall, 130 feet high, a little to the left of the railway. The heights of the City of Quebec are now finely seen to the left, the various features in and near the city becoming more and more prominent as we proceed.		92.42
1150.13		WARWICK			100.44
1158.10		ARTHABASKA			108.41
1166.90		STANFOLD			117.21
1172.90		PLESSISVILLE			123.21
1181.05		ST. JULIE			131.16
1185.66		LYSTER			135.97
1193.50		METHOT'S MILLS			143.81
1201.86		ST. AGAPIT			152.17
1207.38		CRAIG'S ROAD			157.69
1213.33		CHAUDIERE			163.64
1213.93	9.00	CHAUDIERE JCT.			164.24

Continuation of Tour.

(Via Intercolonial Railway.)

Leave Chaudiere Junction, . . Wednesday, October 16th, 9.00 P. M.
 Arrive St. John, N. B., . . . Thursday, October 17th, 12.00 Noon.
 Leave St. John, N. B., . . . Friday, October 18th, 9.00 P. M.
 Arrive Halifax, N. S., . . . Saturday, October 19th, 10.00 A. M.

(Via N. B. S. Ophir.)

Leave Halifax Monday, October 21st, 5.00 A. M.

Grand Trunk Railway System.

Grand Trunk Railway System.

General Offices : Montreal, Canada.

GRAND TRUNK RAILWAY,	3,505 miles.
GRAND TRUNK WESTERN RAILWAY,	335 "
DETROIT, GRAND HAVEN & MILWAUKEE RAILWAY,	189 "
TOLEDO, SAGINAW & MUSKEGON RAILWAY,	97 "
CINCINNATI, SAGINAW & MACKINAW R. R.,	53 "
Total,	4,179 miles.

Executive.

Sir C. RIVERS WILSON, President,	London, Eng.
JOSEPH PRICE, Vice-President,	London, Eng.
GEO. B. REEVE, 2d Vice-President and General Manager,	Montreal, Que.
FRANK W. MORSE, 3d Vice-President,	Montreal, Que.
W. WAINWRIGHT, General Assistant and Comptroller,	Montreal, Que.
WALTER LINDLEY, Secretary,	London, Eng.

Operating.

GEO. B. REEVE, 2d Vice-President and General Manager,	Montreal, Que.
I. E. DALRYMPLE, Assistant to General Manager,	Montreal, Que.

Legal.

JOHN BELL, K. C., General Counsel,	Belleville, Ont.
E. W. MEDDAUGH, General Counsel,	Detroit, Mich.
A. E. BECKETT, Solicitor,	Montreal, Que.
C. A. HIGHT, Solicitor,	Portland, Me.

Financial and Accounting.

W. WAINWRIGHT, General Assistant and Comptroller,	Montreal, Que.
FRANK SCOTT, Treasurer,	Montreal, Que.
JAS. H. MUIR, Treasurer Lines west of Detroit and St. Clair rivers,	Detroit, Mich.
H. W. WALKER, General Auditor,	Montreal, Que.
N. J. POWER, Auditor of Disbursements,	Montreal, Que.
J. PAYNE, Auditor of Passenger Accounts,	Montreal, Que.
W. CLARK, Auditor of Freight Accounts,	Montreal, Que.
W. H. ROSEVEAR, General Car Accountant,	Montreal, Que.

Transportation.

FRANK W. MORSE, 3d Vice-President,	Montreal, Que.
F. H. McGUIGAN, General Superintendent,	Montreal, Que.
JOSEPH HOBSON, Chief Engineer,	Montreal, Que.
W. D. ROBE, Acting Superintendent of Motive Power,	Montreal, Que.
W. McWOOD, Superintendent of Car Department,	Montreal, Que.
M. C. STURTEVANT, Car Service Agent,	Montreal, Que.
W. G. BROWNLEE, Superintendent Eastern Division,	Montreal, Que.
C. S. CUNNINGHAM, Assistant Superintendent Eastern Division,	Island Pond, Vt.
GEO. C. JONES, Superintendent Middle Division,	Toronto, Ont.
L. J. FERRITOR, Superintendent Southern Division,	St. Thomas, Ont.
W. R. TIFFIN, Superintendent Northern Division,	Allandale, Ont.
F. W. EGAN, Superintendent Western Division,	Detroit, Mich.
J. ALEX. HUTCHISON, Chief Medical Officer,	Montreal, Que.

Purchasing.

A. BUTZE, General Purchasing Agent,	Montreal, Que.
W. G. BURRELL, Stationery Agent,	Montreal, Que.
J. W. KNEESHAW, Assistant Stationery Agent,	Detroit, Mich.

Traffic — Freight.

JNO. W. LOUD, Freight Traffic Manager,	Montreal, Que.
JOHN PULLEN, General Freight Agent,	Montreal, Que.
DAVID BROWN, First Assistant General Freight Agent,	Chicago, Ill.
A. E. ROSEVEAR, Freight Claim Agent,	Montreal, Que.

Traffic — Passenger.

W. E. DAVIS, Passenger Traffic Manager,	Montreal, Que.
G. T. BELL, General Passenger and Ticket Agent,	Montreal, Que.
GEO. W. VAUX, Assistant General Passenger and Ticket Agent,	Chicago, Ill.
H. G. ELLIOTT, Assistant General Passenger and Ticket Agent,	Montreal, Que.
J. E. QUICK, General Baggage Agent,	Toronto, Ont.

